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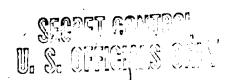
The Budapest-Pecs highway is ammost completed. It is 230 kilometers with a concrete pavement, long / mthe momentum assurance than and starts from Stalinvaros or Dunapentele The Erosi-Szekerzard section ( with and machine reaches Pecs via Szekeszard. the exception of the section for Paks which was built later) was started in 1949 and completed in 1952. In several places the highway crosses Macseknadas the the railroad by means of bridges and viaducts. highway turns toward the Mecsek mountains and continues in a twisted fashion until it reaches a grade of 5 percent, while the old road in places reached a grade of 18 percent. Just before reaching the city of Pecs, the highway will cross two large bridges, still under construction, straddling The first viaduct is 180 meters, and the valleys across from the city. is 32 meters above the floor of the Varas valley; the arches are made of reinforced concrete and are 96 meters wide, while the second viaduct is 140 meters long. The stretch of highway between the two viaducts is almost completed.

The construction firm has completed 75 percent of the excavating work and 95 percent of the reinforced-concrete work by means of very modern machinery (steam shovels, mixers, etc); the steam shovels and the graders were pulled by the large Stalines tractors. It is believed that the last stretch of the road will be completed next year; it will have a concrete pavement.

This is a very important highway as it connects the northern part of the country with the south; it provides a direct connection between the stree!

SZ-TALINVAROS

part coal mines of Pecs with the mining industry of Stalinovaros and the



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important machinery plants of Budapest.

With the exception of the stretch for Paks (16 kilometers), the highway will have a concrete and asphalt pavement, and will serve as a xpx maximum high-speed highway.

thick (the upper part), while the Paks highway has a cover 3 centimeters thick.

It is needless to add that the highway has great strategic importance in that it will make it possible to transport troops quickly from the center of the country to the southern part.



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of 40 tons. All the old bridges are being reinforced to reach this minimum capacity.

The most important among the new public works is the construction of the new strategic highway Budapest-Dunapentele- Szekszard-Pecs. The road with all bridges will also have a minimum capacity of 40 tons.

This new superhighway crosses the Budapest-Rusztaszaboles railroad, by means of a new overpass. The main supports of this overpass are 17 meters high, and the overpassitself has a capacity of 50 tons. It was opened to traffic recently, thus accelerating communications between Budapest and Pecs.

The last stretch of this highway is still under constitution. The 50-kilometer stretch between Szekszard and Pecs presented the greatest difficulties because of the many valleys that parallel one another. Two viaducts, one bridge and more than 100 small bridges have been constructed along this stretch. The viaducts are about 200 meters long. The highway has been constructed of the best materials. A Mixed Hungarian and Soviet mission mann carried out the tests on the bridges.

